This listing of claims will replace all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

1. (Currently Amended) A control system for a hydrostatic transmission in an open circuit comprising a hydraulic pump, provided for delivery to a first pump-side main line or a second pump-side main line, and a hydraulic motor, connected to a first motor-side main line and second motor-side main line, and comprising a brake valve unit, via which the first pump-side main line is connectable to the first motor-side main line and the second pump-side main line is connectable to the second motor-side main line, wherein the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor, is connectable to a tank volume in a throttled manner by means of the brake valve unit in dependence on the pressure prevailing in said lines, the brake valve unit comprising a brake valve with a first measuring surface, and the brake valve is subjected to a brake pressure at the first measuring surface counter to a spring force, which pressure is dependent on the pressure prevailing in the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor, a pilot control valve that is connected on the outlet side to the first measuring surface of the brake valve, being provided to produce the brake pressure, and wherein the pilot control valve is connected on the inlet side, via a shuttle valve, to the first motor-side main line or second motor-side main line, respectively.

Claim 2 (Cancelled).

Claim 3 (Cancelled).

Claim 4 (Cancelled).

5. (Currently Amended) The control system according to [[Claim 3]] any one of Claims 1, 17 or 18, wherein the pilot control valve for controlling the brake pressure is subjected to the pressure prevailing in the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor.

6. (Currently Amended) The control system according to [[Claim 2]] any one of Claims 1, 17 or 18, wherein the brake valve has a second measuring surface, which acts on the brake valve in the same direction as the first measuring surface and which is subjected to a hydrostatic force from the first pump-side main line or second pump-side main line, situated upstream of the hydraulic motor.

7. (Currently Amended) The control system according to [[Claim 1]] any one of Claims 1, 17 or 18, herein the hydraulic pump can be connected to the first pump-side main line or the second pump-side main line ~~(6a)~~ via a traveling direction valve.

8. (Previously Presented) The control system according to Claim 7, wherein for operation of the hydrostatic transmission with changing flow direction, the brake valve unit is symmetrically constructed.

9. (Currently Amended) The control system according to [[Claim 1]] any one of Claims 1, 17 or 18, wherein the brake valve unit comprises a first brake valve and a second brake valve, the first pump-side main line being connectable in a throttled manner to the first motor-side main line by means of the first brake valve and the second pump-side main line being connectable in a throttled manner to the second motor-side main line by means of the second brake valve, in dependence on the pressure prevailing in the first motor-side main line and second motor-side main line, situated downstream of the hydraulic motor, respectively.

10. (Currently Amended) The control system according to [[Claim 1]] any one of Claims 1, 17 or 18, wherein the first pump-side main line and the first motor-side main line and/or the second pump-side main line and the second motor-side main line are connected to one another each by a check valve which opens towards the hydraulic motor.

11. (Currently Amended) The control system according to [[Claim 1]] any one of Claims 1, 17 or 18, wherein the first pump-side main line and the first motor-side main line, and the second [[pumpt]] pump-side main line and the second motor-side main line, respectively, are connectable to one another in parallel via the brake valve.

12. (Currently Amended) The control system according to [[Claim 1]] any one of Claims 1, 17 or 18, wherein in a rest position of the brake valve unit, the flow path from the first motor-side main line towards the first pump-side main line and from the second motor-side main line towards the second pump-side main line, respectively, is interrupted.

13. (Previously Presented) The control system according to [[Claim 1]] any one of Claims 1 or 18, wherein in a rest position of the brake valve unit, the first motor-side main line is connected in a throttled manner to the second motor-side man line.

14. (Previously Presented) The control system according to Claim 7, wherein the connection to the tank volume takes place via the traveling direction valve.

15. (Previously Presented) The control system according to Claim 14, wherein the traveling direction valve has a rest position in which the first pump-side main line and the second pump-side main line are connected to the tank volume.

Claim 16 (Cancelled).

17. (New) A control system for a hydrostatic transmission in an open circuit comprising a hydraulic pump, provided for delivery to a first pump-side main line ~~(5a)~~ or a second pump-side main line, and a hydraulic motor, connected to a first motor-side main line and second motor-side main line, and comprising a brake valve unit, via which the first pump-side main line is connectable to the first motor-side main line and the second pump-side main line is connectable to the second motor-side main line, wherein the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor, is connectable to a tank volume in a throttled manner by means of the brake valve unit in dependence on the pressure prevailing in

said lines, and wherein in a rest position of the brake valve unit, the first motor-side main line is connected to a throttled manner to the second motor-side main line.

18. (New) A control system for a hydrostatic transmission in an open circuit comprising a hydraulic pump, provided for delivery to a first pump-side main line or a second pump-side main line, and a hydraulic motor, connected to a first motor-side main line and second motor-side main line, and comprising a brake valve unit, via which the first pump-side main line is connectable to the first motor-side main line and the second pump-side main line is connectable to the second motor-side main line, wherein the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor, is connectable to a tank volume in a throttled manner by means of the brake valve unit in dependence on the pressure prevailing in said lines, wherein the brake value unit comprising a brake valve with a first measuring surface, and the brake valve is subjected to a brake pressure at the first measuring surface counter to a spring force, which pressure is dependent on the pressure prevailing in the first motor-side main line or second motor-side main line, situated downstream of the hydraulic motor, a pilot valve that is connected on the outlet side to the first measuring surface of the brake valve being provided to produce the brake pressure, and wherein the pressure present at the pilot control valve on the inlet side is controllable via a brake pressure control valve.